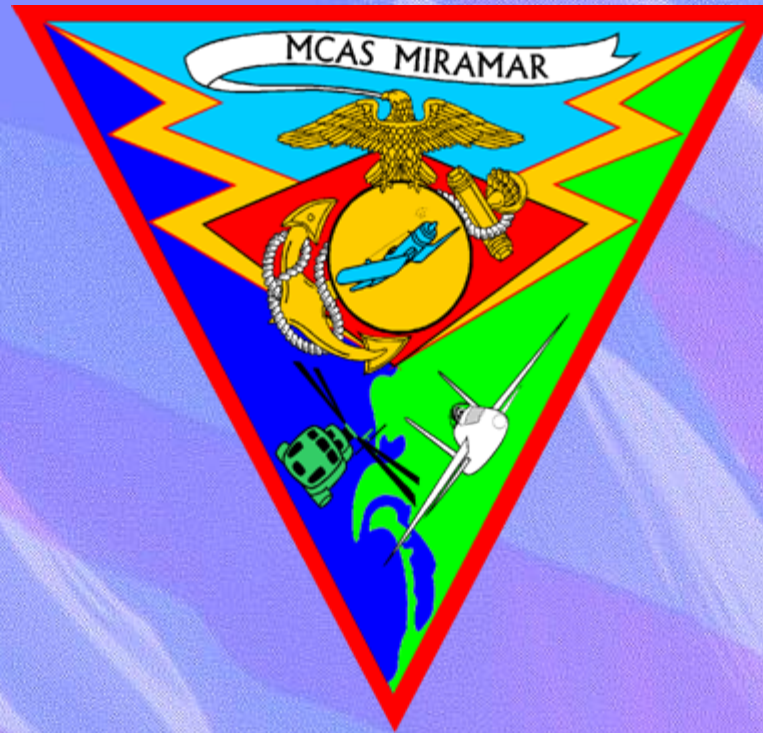


Joint Use at MCAS Miramar



“Training here to protect your tomorrow”

Overview

- **Military Readiness**

- BRAC
- Marine Corps Air/ Ground Team
- MCAS Miramar
 - Strategic Flexibility/ Location

- **Orientation/Topography of MCAS Miramar**

- **Safety Impacts**

- Accident Potential Zones
- Ordnance

- **Environmental Impact**

- **Value to the Community**

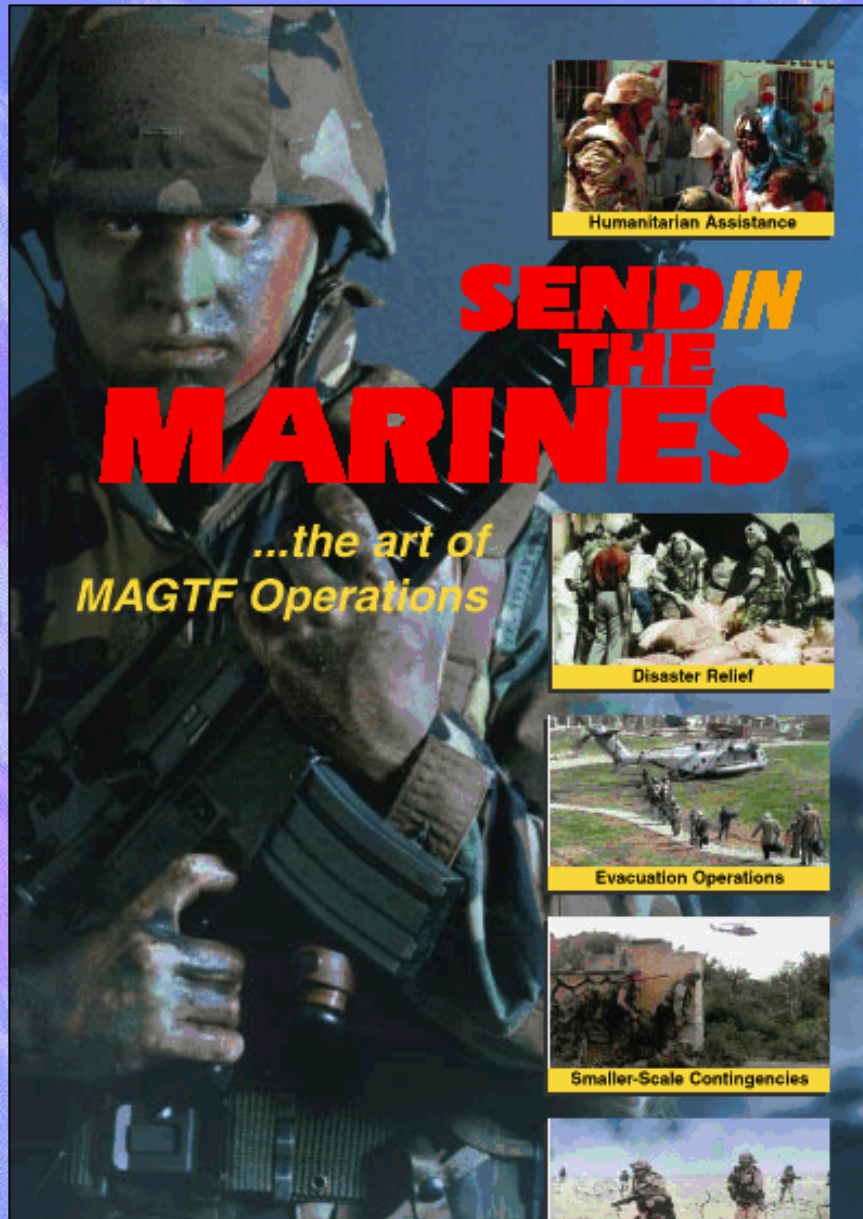
- **Economic Impact**

Military Readiness

Commercial use of MCAS Miramar will
degrade military readiness.

Base Realignment and Closure (BRAC)

- Solid business model to streamline efficiency of DoD assets to meet national defense requirements.
- Maximizes training, interoperability, efficiency and flexibility for future demands.
- Five consecutive rounds of the BRAC process over the last 20 years validates to Congress that MCAS Miramar is a vital national security asset with unique capabilities.
- Federal law prohibits joint use of Miramar.
 - “SecNav may not enter into any agreement that provides for or permits civil aircraft to regularly use...Marine Corps Air Station Miramar.”
(National Defense Authorization Act, Section 2894)



Marine Air Ground Task Force (MAGTF)

Headquarters Element
Ground Combat Element
Air Combat Element
Service Support Element



Marines are a unique warfighting organization, we rely on all elements of a MAGTF in combat. San Diego allows us to integrate together and with the US Navy.

Miramar's Strategic Flexibility

- Individual Training
- Squadron/Unit Training
- MAGTF/Joint Training
 - Based on Operational tempo
- Ready for crisis response
- Our flight ops are event driven
- No conflicting priorities
 - Civilian vs Military
- Base security
- Joint use will limit our flexibility



(AP PHOTO)

Miramar's Strategic Location



- Range/airspace is finite
- FAA/civilian requirements
- DoD range use is maximized

Why Miramar?

- Close to USMC ranges
- Within range of our aircraft
- Allows unit integration
- Decreases deployments
- Decreases costs
- Maximizes warfighter training
- Saves lives in combat
- Another location doesn't work

Miramar Topography

3,000 acres to develop an airport
doesn't exist on MCAS Miramar.

Orientation

- 3,000 of 23,000 acres is a 2D solution to a 3D problem.
- Miramar is used as an Air Station not an airport.

Mainside

- Majority of base facilities
- Only feasible place for runways

3,500
Acres

1,400
Acres

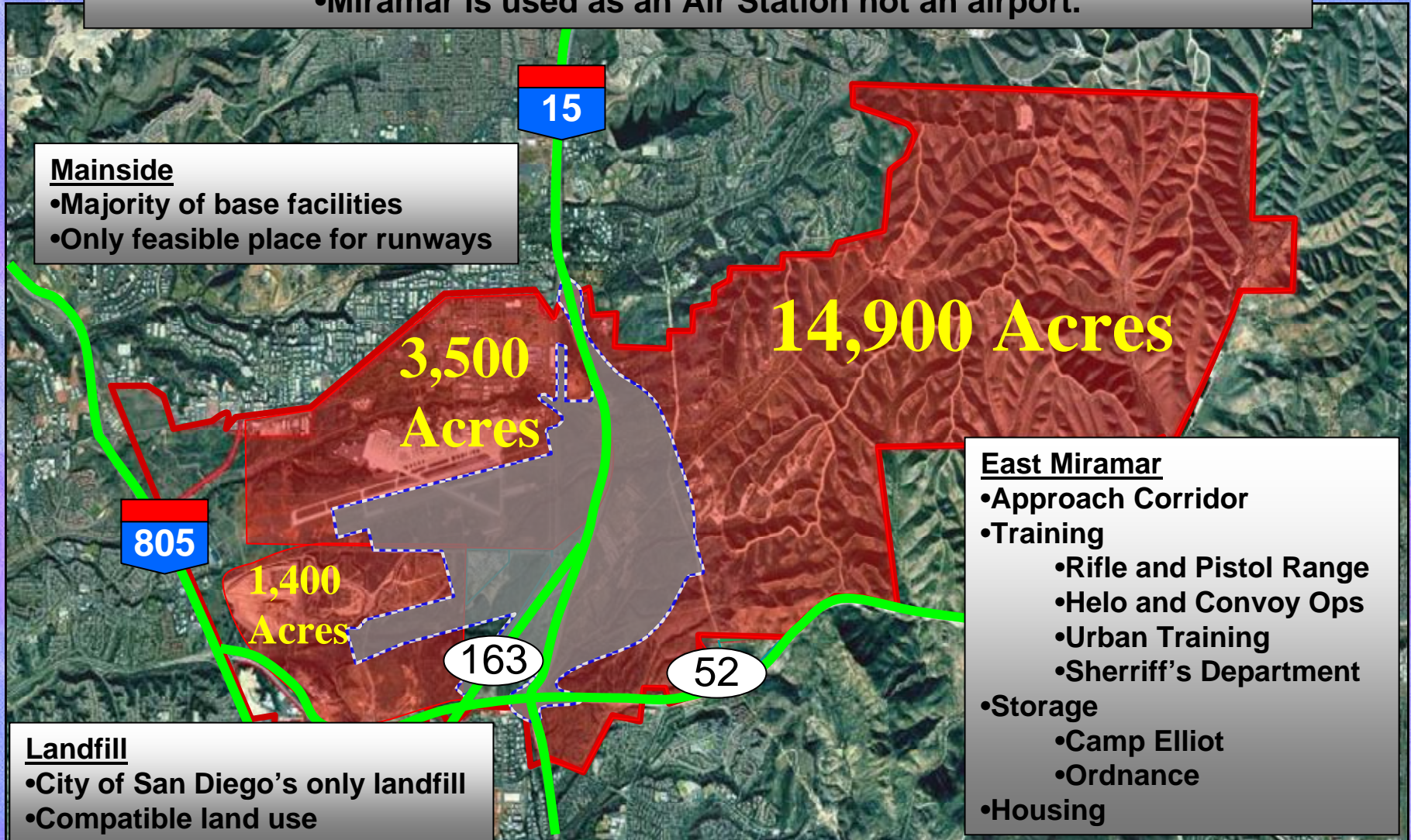
14,900 Acres

Landfill

- City of San Diego's only landfill
- Compatible land use

East Miramar

- Approach Corridor
- Training
 - Rifle and Pistol Range
 - Helo and Convoy Ops
 - Urban Training
 - Sherriff's Department
- Storage
 - Camp Elliot
 - Ordnance
- Housing



Safety Impacts

Commercial aviation is incompatible with tactical military aircraft operations and would create an unprecedented, unacceptable, safety risk to the flying public and the surrounding communities.

Existing Accident Potential Zone (APZ)

DRAFT

San Diego County Regional Airport Authority

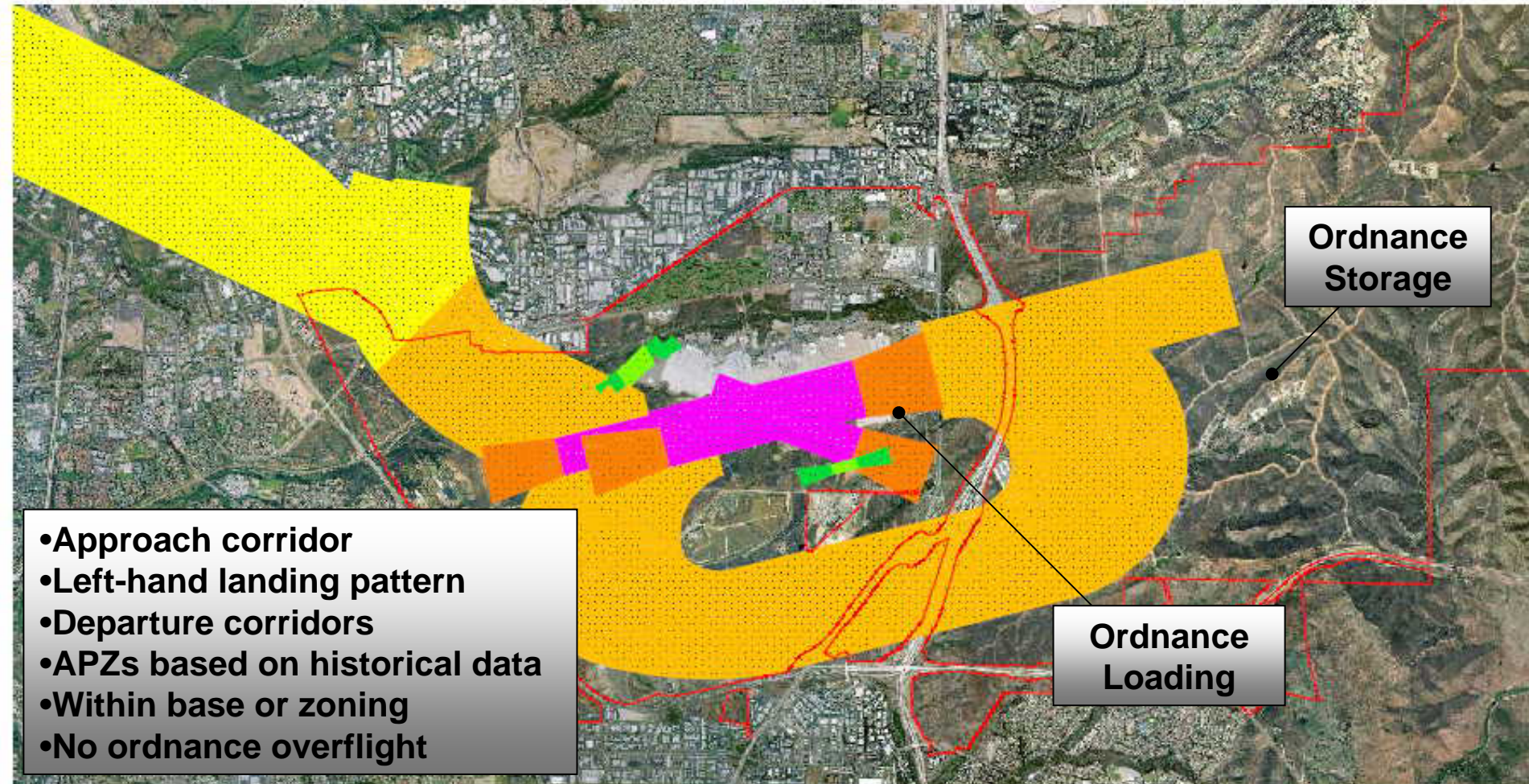


Exhibit 4.4-12

Source: Ricardo & Associates, Inc., 2006.

0 4000 ft

North

Accident Potential Zone II

Accident Potential Zone I

Clear Zone

Primary Surface

Helped Accident Potential Zone I

Helped Clear Zone

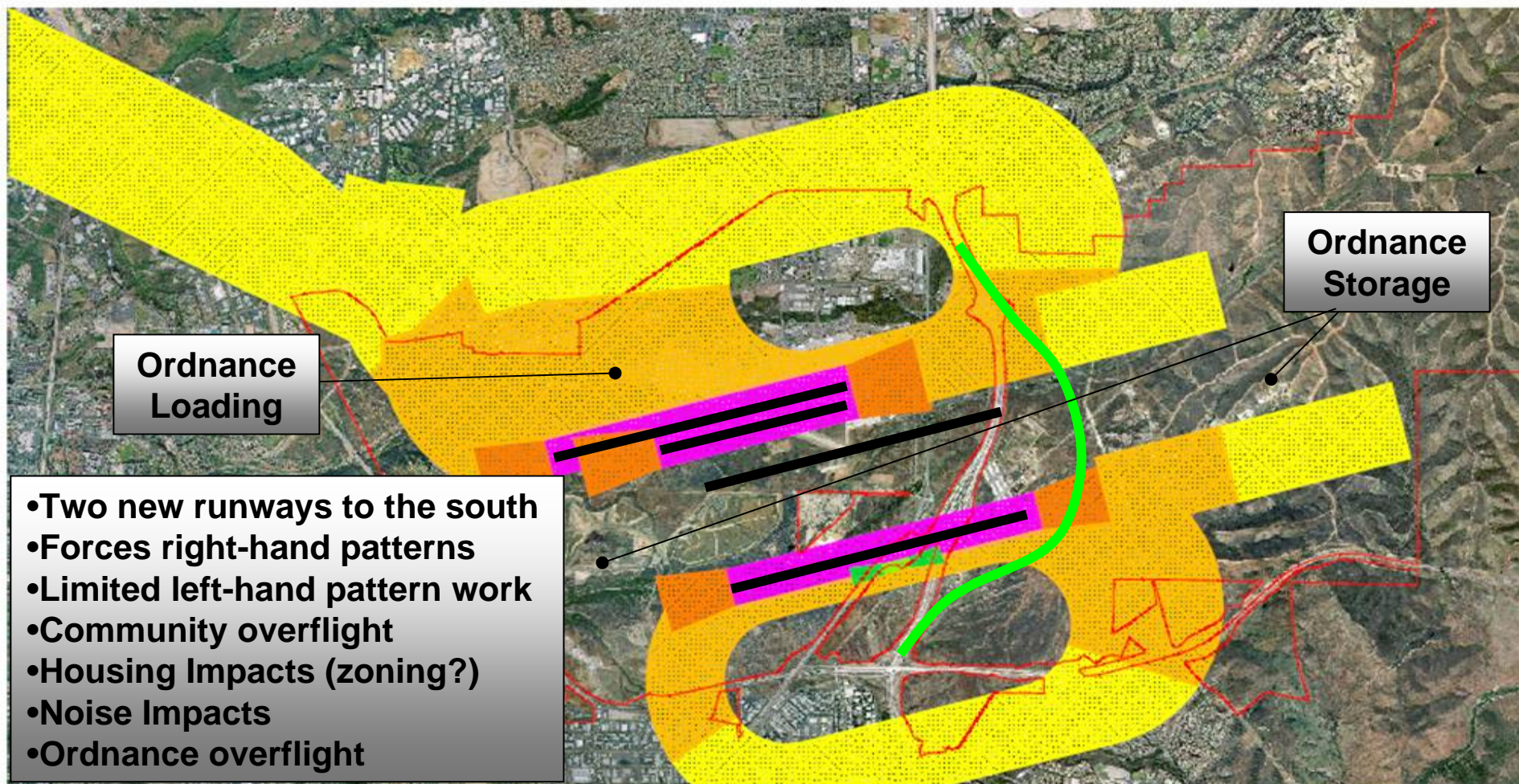
MCAS Miramar Site

Existing Accident Potential Zones

Joint Use Proposal

DRAFT

San Diego County Regional Airport Authority



Source: Ricardo & Associates, Inc., 2006.

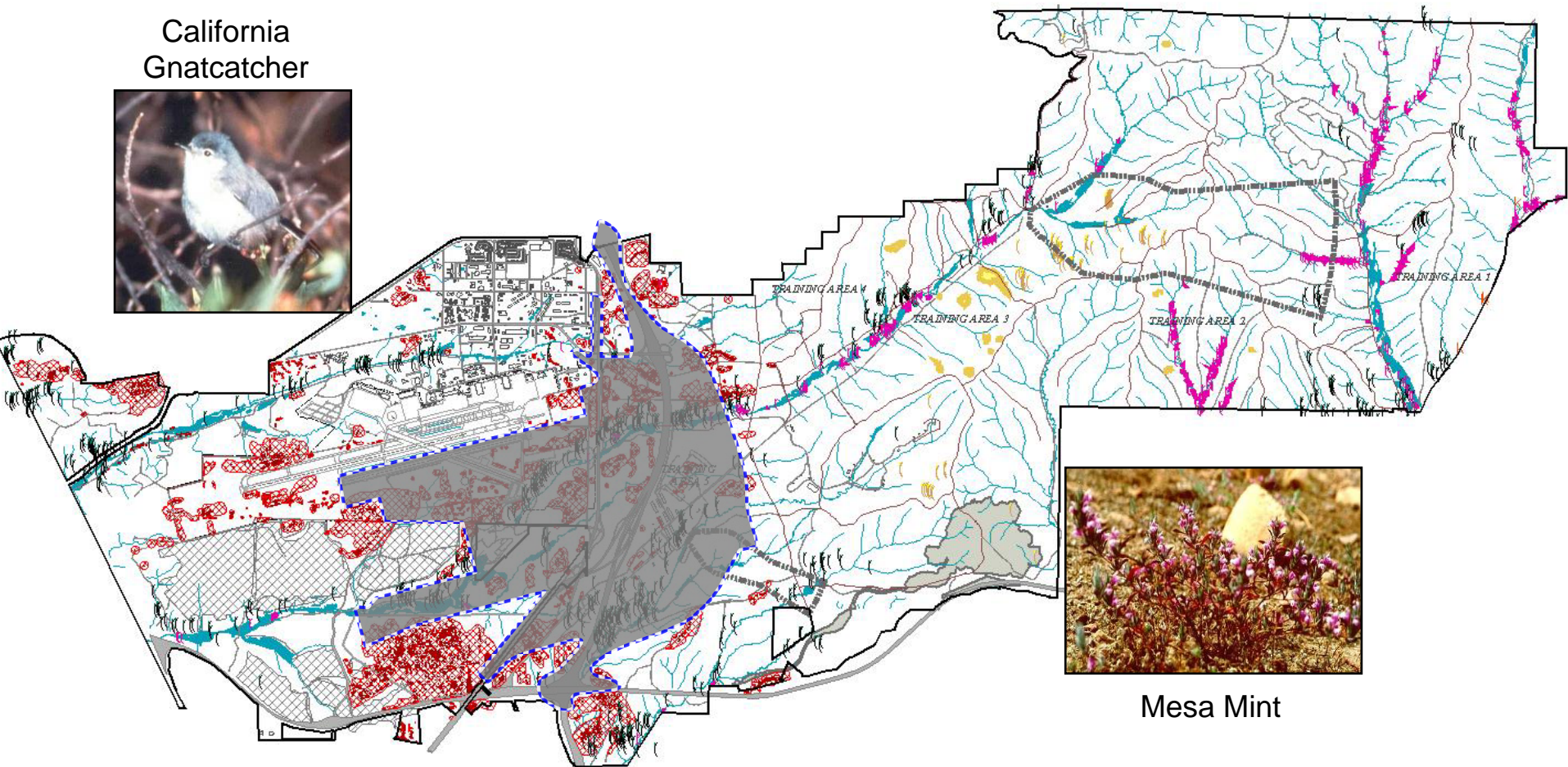


Exhibit 4.4-13

**MCAS Miramar Site
Proposed Accident Potential Zones**

Environmental Impacts

California
Gnatcatcher



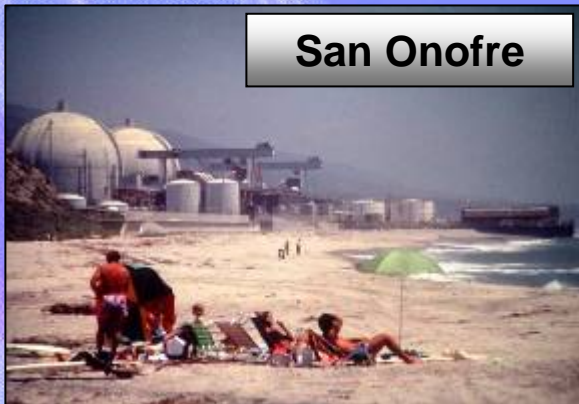
Mesa Mint

- Colored areas are environmentally sensitive
- 75% of the base remains in natural state
- 10 federal endangered or protected species
- 32 types of native vegetation
- 56 federal and state native species of concern

- 80% of vernal pools (in red) in San Diego County
- Mitigation (3:1 ratio)
- Unique micro-climate
- Does not address infrastructure relocation outside the airport template

Community Members

San Onofre



Emergency Support



Mentors



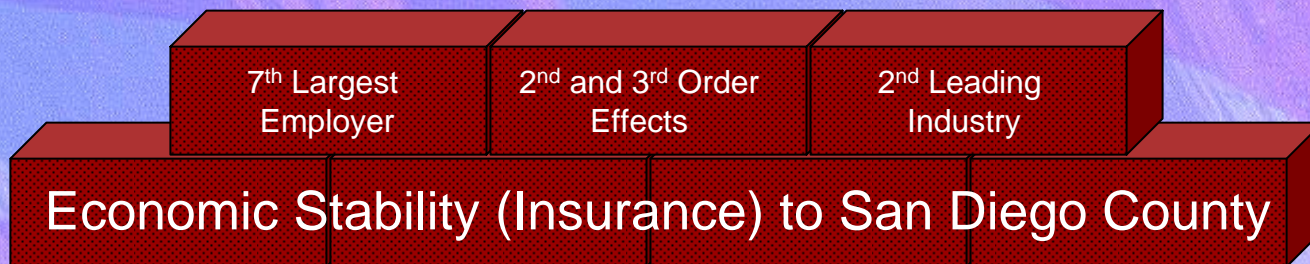
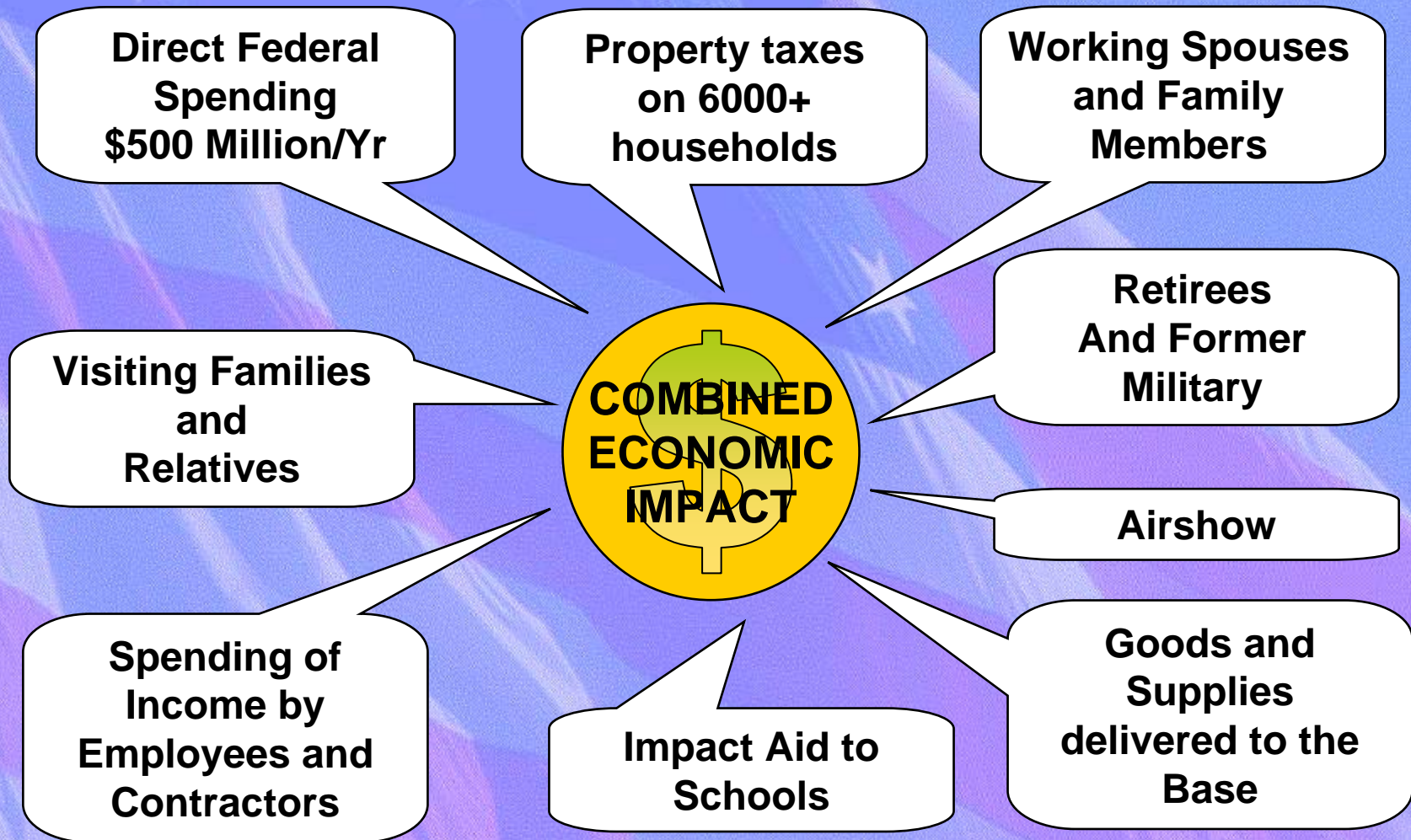
Landfill



Organizations



Economic Impact



Bottom Line

- The SecDef, SecNav and Congress have said “No” to commercial use of Miramar because it will reduce military readiness and create unacceptable safety risks.
- Two decades and five Rounds of BRAC have validated MCAS Miramar as a national security asset.
- MCAS Miramar is used as an Air Station, not an airport.
- No amount of dialogue will make commercial air operations compatible with our military operations.